

MAR 1952

CLASSIFICATION RESTRICTED  
 SECURITY INFORMATION  
 CENTRAL INTELLIGENCE AGENCY  
 INFORMATION FROM  
 FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

STAT

COUNTRY Poland  
 SUBJECT Transportation - Rail, locomotives

DATE OF  
 INFORMATION 1952

HOW  
 PUBLISHED Daily newspaper

DATE DIST. 28 Jan 1953

WHERE  
 PUBLISHED Tehran

NO. OF PAGES 1

DATE  
 PUBLISHED 17 Jun 1952

LANGUAGE Persian

SUPPLEMENT TO  
 REPORT NO.

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SOURCE 'Asr-i-Now (formerly Besuy Ayandeh).

DESCRIPTION OF POLISH LOCOMOTIVE 01-49

The construction and testing of the new Polish locomotive called 01-49 was completed in December 1951 and the locomotive put in operation 3 months ahead of schedule. The original designing and construction was completed several months prior to this date. After a period of trial runs, recommendations for further improvements were adopted and put into practice in this locomotive. The factory which produced this locomotive is now producing a large number of these locomotives.

This locomotive is especially adaptable for express trains and a long-distance test proved that it is the best of its type. The maximum speed is 102 kilometers per hour under good conditions, and 90 kilometers per hour when making frequent stops and taking sharp curves. It can be operated with low-quality coal without decreasing its pressure and speed.

The 01-49 was designed and originally constructed under the supervision of the special technical office which was established for this purpose. It received the fullest cooperation from the Polish engineers, technicians, and laborers in the Polish factories and railroad.

The 01-49 is composed of 40,000 parts and was very difficult to assemble.

The following persons contributed much to the construction of this locomotive: Karol Ajertuski, manager of the special locomotive assembly plant, proposed improvements in welding the various sections of the locomotive. Turen, a machinist, proposed new type of apparatus for inspecting the locomotive. Tarnow, manager of the locomotive department, made improvements in the brake system of the new locomotive.

Zygmunt Zymanuch improved the method of burning coal in the locomotive's firebox.

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